

East Flagstaff Traffic Interchange



Mobile
Haven Park

Lynch Avenue

per Avenue

BNSF
Industrial Drive

Nestle Purina Avenue

B-40/Country Club Drive

Project No. STP 089-C(ABM)
TRACS No. 089 CN 418 H5106 01C



Interstate 40 WB
Interstate 40 EB

January 2005

Final Environmental Assessment


FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR

Project STP-089-C(ABM)
089 CN 418 H5106 01C
East Flagstaff Traffic Interchange

The FHWA has determined that this project will not have any significant impact on the human environment. This Finding of NO Significant Impact is based on the attached Environmental Assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

January 21, 2005

Date


for Division Administrator

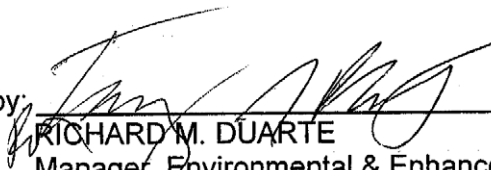
Final Environmental Assessment

for

East Flagstaff Traffic Interchange

Coconino County, Arizona
TRACS No. 089 CN 418 H5106 01C
Project No. STP 089-C(ABM)

Approved by:



RICHARD M. DUARTE
Manager, Environmental & Enhancement Group
Arizona Department of Transportation

On:

1/14/05

This environmental assessment has been prepared in accordance with provisions and requirements of Chapter 1, Title 23 USC, 23 CFR Part 771, relating to the implementation of the National Environmental Policy Act of 1969.

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LIST OF ACRONYMS AND ABBREVIATIONS

AASHTO	American Association of State Highway and Transportation Officials
ADOT	Arizona Department of Transportation
BNSF	Burlington Northern and Santa Fe Railway
B-40	Business Route 40
CFR	Code of Federal Regulations
DEA	Draft Environmental Assessment
FEA	Final Environmental Assessment
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FUTS	Flagstaff Urban Trail System
I-40	Interstate 40
NB	northbound
NEPA	National Environmental Policy Act
R/W	right-of-way
SB	southbound
TCE	temporary construction easements
TI	traffic interchange
US	United States
WB	westbound

I. INTRODUCTION

The Draft Environmental Assessment (DEA) for the East Flagstaff Traffic Interchange project was completed and approved by the Federal Highway Administration (FHWA) on September 29, 2004. The DEA evaluated the social, economic, and environmental impacts associated with the implementation of this project proposed by the Arizona Department of Transportation (ADOT). A public hearing was held on November 4, 2004, at the Thomas Elementary School at 3330 East Lockett Road in Flagstaff, Arizona to obtain comments from the public on the proposed project and on the contents of the DEA. Copies of the DEA were available for review at the ADOT Flagstaff District Office, Flagstaff City Hall, East Flagstaff Community Library, and Coconino County Administration Building.

The public comment period for the DEA began on October 17, 2004, and ended on November 19, 2004. Comments on the DEA were received by letter, on written comment sheets provided by ADOT at the public hearing, and through comments taken and transcribed by the court reporter in attendance at the hearing. The comments made and the responses to those comments are available for public review at ADOT's Environmental & Enhancement Group office at 205 South 17th Avenue, Room 213E, Phoenix, Arizona 85007.

The purpose of this Final Environmental Assessment (FEA) is to respond to any comments received during the public and agency review period and to provide additions and changes to the DEA where necessary. This FEA should be used in conjunction with the DEA and includes the list of mitigation measures to be included in the final design specifications, errata from the DEA, a summary of the public hearing and ADOT's responses to public comments, and agency letters received during the 30-day comment period. With the completion of this FEA and with the issuance of the Finding of No Significant Impact (FONSI) by FHWA, the National Environmental Policy Act (NEPA) requirements have been met.

II. SUMMARY OF MITIGATION MEASURES

The following mitigation measures were presented in the Draft Environmental Assessment and are listed here in their final version. These mitigation measures will be implemented by the Arizona Department of Transportation by incorporating them into the project construction documents. These mitigation measures supercede any of those identified in the Draft Environmental Assessment. The following mitigation measures and commitments are not subject to modification without the prior written approval of the Federal Highway Administration.

Arizona Department of Transportation Design Responsibilities

1. The Arizona Department of Transportation will ensure that project lighting is designed in accordance with the City of Flagstaff Lighting Code (*Division 10-08-002. Development Lighting Regulations of the Flagstaff City Code*).
2. The Arizona Department of Transportation will coordinate with the utility companies on relocation of utilities, including the reestablishment of required vertical clearances, during the final design phase.
3. The landscape and aesthetic treatment plans will be reviewed and approved by the City of Flagstaff, Coconino County, and the Arizona Department of Transportation during the design phase.
4. The City of Flagstaff Floodplain Administrator (928-779-7685) will be provided an opportunity to review and comment on the design plans.
5. All required Clean Water Act Section 404 Permits and Section 401 Water Quality Certifications will be obtained by the Arizona Department of Transportation prior to any work in waters of the United States.
6. All disturbed soils that will not be landscaped or otherwise permanently stabilized by construction will be seeded using species native to the project vicinity.
7. All earthmoving and hauling equipment will be washed prior to leaving the construction site to prevent invasive species seeds from leaving the site.

Arizona Department of Transportation Roadside Development Section Responsibilities

1. The Arizona Department of Transportation Roadside Development Section will determine who will prepare the Stormwater Pollution Prevention Plan.

Arizona Department of Transportation Flagstaff District Responsibilities

1. Because more than 1 acre of land will be disturbed, an Arizona Pollutant Discharge Elimination System permit will be required. The Flagstaff District will submit the Notice of Intent and the Notice of Termination to the Arizona Department of Environmental Quality.
2. The Arizona Department of Transportation will evaluate the feasibility of implementing temporary measures on US 89 southbound at Trails End Street to discourage traffic from using Dodge Avenue as a possible by-pass route during construction.

Contractor's Responsibilities

1. The contractor shall coordinate with the Superintendent of the Flagstaff Unified School District (928-527-6000) 14 calendar days prior to traffic-disrupting activities to allow for coordination of school bus routes during construction.
2. The contractor shall coordinate with the office of the City of Flagstaff Fire Chief (928-868-7609) 14 calendar days prior to construction activities to inform it of detour routes and closure dates and durations.
3. The contractor shall coordinate with Mountain Line (928-779-6624) prior to any traffic-disturbing activities to allow for planning for bus route detours and delays during construction.
4. The majority of the construction activities shall occur during the daytime except when the contractor and the Resident Engineer determine that nighttime construction would be necessary, in accordance with the City of Flagstaff Noise Code (*Title 6 Section 6-08. Noise Control of the Flagstaff City Code*).
5. Because more than 1 acre of land will be disturbed, an Arizona Pollutant Discharge Elimination System permit will be required. The contractor shall submit the Notice of Intent and the Notice of Termination to the Arizona Department of Environmental Quality.

6. All earthmoving and hauling equipment shall be washed at the contractor's storage facility prior to arriving on-site to prevent the introduction of invasive species seed.
7. Vehicles not involved with construction, such as inspection or supervisory-type vehicles and contractor personnel vehicles, shall be staged in an area where there are no invasive species present or where the Arizona Department of Transportation's Natural Resources Management Section can monitor the site. The contractor shall contact the Arizona Department of Transportation's Natural Resources Management Section (928-526-2582) to inform the Arizona Department of Transportation of the wash site and staging locations, so that the Natural Resources Management Section can monitor and treat these areas as appropriate.
8. All disturbed soils that will not be landscaped or otherwise permanently stabilized by construction shall be seeded using species native to the project vicinity.
9. All earthmoving and hauling equipment shall be washed prior to leaving the construction site to prevent invasive species seeds from leaving the site.

Standard Specifications included as Mitigation Measures

1. According to *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, (2000 Edition), Section 107, "Legal Relations and Responsibility to Public," Subsection 05, "Archaeological Features," "[w]hen previously unidentified archaeological, historical, or paleontological features are encountered or discovered during any activity related to the construction of the project, the contractor shall stop work immediately at that location and shall take all reasonable steps to secure the preservation of those resources and notify the Engineer." The Arizona Department of Transportation Engineer will, in turn, notify Environmental & Enhancement Group Historic Preservation Team (602-712-8636) to evaluate the significance of the resources.
2. According to the *Arizona Department of Transportation Standard Specifications for Road and Bridge Construction*, (2000 Edition), Section 104, "Scope of Work," Subsection 08, "Prevention of Air and Noise Pollution," "[t]he contractor shall control, reduce, remove or prevent air pollution in all its forms, including air contaminants, in the performance of the contractor's work." The contractor shall comply with all air pollution ordinances, regulations, orders, etc., during construction. All dust-producing surfaces shall be watered or otherwise stabilized to reduce short-term impacts associated with an increase in particulate matter attributable to construction activity.

3. According to the *Arizona Department of Transportation Standard Specifications for Road and Bridge Construction*, (2000 Edition), Section 104, "Scope of Work," Subsection 08, "Prevention of Air and Noise Pollution," "[t]he contractor shall comply with all local sound control and noise level rules, regulations and ordinances which apply to any work performed pursuant to the contract. Each internal combustion engine used for any purpose on the work or related to the work shall be equipped with a muffler of a type recommended by the manufacturer."
4. According to *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, (2000 Edition), Section 104, "Scope of Work," Subsection 09, "Prevention of Landscape Defacement; Protection of Streams, Lakes, and Reservoirs," "[t]he contractor shall give special attention to the effect of its operations on the landscape and shall take special care to maintain natural surroundings undamaged."
5. According to *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, (2000 Edition), Section 104, "Scope of Work," Subsection 09, "Prevention of Landscape Defacement; Protection of Streams, Lakes, and Reservoirs," the Flagstaff District will ensure that, "[t]he contractor shall take sufficient precautions, considering various conditions, to prevent pollution to streams, lakes, and reservoirs with fuels, oils, bitumens, calcium chloride, fresh Portland cement, raw sewage, muddy water, chemicals, or other harmful materials. None of these materials shall be discharged into any channels leading to such streams, lakes, or reservoirs."
6. According to *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, (2000 Edition), Section 107, "Legal Relations and Responsibility to Public," Subsection 07, "Sanitary, Health, and Safety Provisions," should the contractor encounter potential hazardous or contaminated material, the contractor shall immediately stop work and remove workers, barricade the area, provide traffic controls and notify the Arizona Department of Transportation Engineer. The Arizona Department of Transportation Engineer will arrange for proper assessment, treatment, or disposal of those materials. Such locations will be investigated and proper action implemented prior to the continuation of work in that location.
7. According to *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, (2000 Edition), Section 1001, "Material Sources," Subsection 2, "General," any material sources required for this project outside of the project area shall be examined for environmental effects, by the contractor, prior to use, through a separate environmental analysis.

8. According to *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, (2000 Edition), Section 107, "Legal Relations and Responsibility to Public," Subsection 11, "Protection and Restoration of Property and Landscape," "[m]aterials removed during construction operations such as trees, stumps, building materials, irrigation and drainage structures, broken concrete, and other similar materials shall not be dumped on either private or public property unless the contractor has obtained written permission from the owner or public agency with jurisdiction over the land. Written permission will not be required, however, when materials are disposed of at an operating, public dumping ground." The contractor shall dispose of excess waste material and construction debris at a municipal landfill approved under Title D of the Resource Conservation and Recovery Act, construction debris landfill approved under Article 3 of the Arizona Revised Statutes 49-241 (Aquifer Protection Permit) administered by the Arizona Department of Environmental Quality, an inert landfill, or at another approved site.

III. ERRATA FROM THE DRAFT ENVIRONMENTAL ASSESSMENT

The following pages of errata include additions or alterations to the DEA to clarify, further discuss, or make text corrections. These changes are a result of public and agency comments and are provided below with reference to their pages from the DEA. DEA text to be deleted is shown as ~~strikeout text~~ (~~strikeout~~), and additions to the DEA text are *italicized*.

UNIVERSAL CHANGES TO THE DRAFT ENVIRONMENTAL ASSESSMENT

Some changes were made universally to the DEA text. References to “Preferred” Alternative have been changed to “Selected” Alternative, except in sections recounting the public involvement process. References to “would” in connection with the Selected Alternative have been changed to “will,” including the description of the Selected Alternative and associated design features and the affected environment and environmental consequences. In addition, all references to “would” in connection with the contractor’s responsibilities have been changed to “shall.” To provide the relevant context for each edit or change other than the universal edits, the entire original DEA paragraph has been included. At the beginning of each of these paragraphs, the original DEA Section titles are given for the readers’ orientation. Only original DEA paragraphs with nonuniversal edits or changes are reproduced here.

I. D. EXISTING CONDITIONS

[DEA page 6, first paragraph] B-40 is essentially a crossroad over I-40, the BNSF tracks, US 89, and Route 66 that splits into four one-lane ramps that connect to US 89/Route 66. B-40 in Flagstaff is also called Country Club Drive until it merges with Route 66; then the roadway is referred to as both Route 66 and B-40. Each ramp on B-40 has paved shoulders. The section of B-40 over US 89 and Route 66 is a two-lane roadway with 12-foot lanes and 8-foot outside shoulders. The B-40 ramp lane widths vary from 12 to 18 feet; inside shoulder widths are 2 feet and outside shoulders widths are 4 feet. The section of B-40 over the BNSF tracks has four 12-foot lanes, 2-foot-wide inside shoulders with a raised median, and 4-foot-wide outside shoulders. The existing B-40 bridge over the BNSF tracks was constructed in 1967 and is approximately 430 feet long, from abutment to abutment. Currently this bridge does not accommodate pedestrians or nonmotorized traffic. ~~and is deficient with respect to retention of integrity under seismic stress.~~ Therefore, it is more cost effective to replace the bridge. US 66 is a two-lane roadway with 12-foot lanes with 8-foot paved shoulders.

[DEA page 6, second paragraph] The existing right-of-way (R/W) varies in the project area from 100 feet to 750 feet (at the TI). There are three traffic signals within the project area along US 89/B-40/Route 66: at the Mall Entrance, at Railhead Avenue, and at Fanning Drive. There are also several drainage

facilities; corrugated metal pipe culverts under the BNSF tracks, B-40, and US 89; a concrete flume paralleling the WB B-40 to NB US 89 ramp; and concrete box culverts under Route 66 and between Lynch Avenue Road and US 89. In the project area, there is a sidewalk on the north side of Country Club Drive/B-40 that extends across the I-40 overpass and ends at the WB I-40 off-ramp. No sidewalks are present on the B-40 bridge over the BNSF tracks. There are also two segments of sidewalk on the north side of the roadway within the project area along US 89: between Cummings Street and Lynch Avenue Road and ~~partway part-way~~ between Fanning Drive and Lockett Avenue. A continuous sidewalk system exists along US 89/Route 66 both north and south (north of Cummings Street and south of Fanning Drive) of the project site. Within the project area there is minimal vegetation; plant material is limited to the small stand of ponderosa pine trees between US 89 and the B-40 WB on-ramp area and a narrow band of trees and shrubs along the north side of US 89 just south of Cummings Street.

II. A. Purpose and Need

[DEA page 10, third paragraph] The existing B-40 bridge over the BNSF tracks was built in 1967 and has been determined to be deficient with respect to *conformance with the current seismic requirements*. ~~retaining its integrity under seismic stress~~. This structure is not in conformance with the current seismic code for structures located in a Seismic Performance Category C¹ area. In addition, the existing bridge ~~will would~~ require widening to accommodate traffic and pedestrian demands.

[DEA page 11, first paragraph] In summary, the need to improve the East Flagstaff TI has developed from increased traffic volumes that have produced greater operational and capacity demands. These conditions are projected to continue and, therefore, exacerbate the current situation. The current roadway also has inadequate spacing between ramps and access points. Projected travel congestion is expected to impede the flow of traffic on the roadway. Localized flooding of US 89 will continue, which would further reduce traffic flow if the local drainage problem is not alleviated. Additionally, extension of the FUTS into the project area and continuous sidewalks ~~will would~~ provide improved access for pedestrians and bicyclists through the project area and to and from the Flagstaff Mall. The purpose of the ~~project proposed~~ improvements is to reduce traffic congestion, alleviate back-ups, improve local drainage, ~~ensure that all structures meet seismic resistance requirements~~, and enhance pedestrian and nonmotorized transportation.

¹ American Association of State Highway and Transportation Officials (AASHTO) publishes the 2002 *Standard Specifications for Highway Bridges*. One of four seismic performance categories classifies each bridge, A through D. Category A does not require any seismic design while Category D requires the most stringent seismic design. Based on the AASHTO requirements, this location is within Category C.

II. C. General Project Schedule

[DEA page 11, last paragraph] This project is listed in ADOT's 2005–2009, *Five-Year Transportation Facilities Construction Program* for construction in fiscal year 2006. Construction of the TI ~~will~~ *would* require it to be built in phases to provide for construction of the new B-40 overpass structure while maintaining traffic on existing roads to the extent possible. Construction is anticipated to last two seasons, from ~~summer July~~ 2005 to ~~winter November~~ 2005 and from ~~spring March~~ 2006 to ~~winter November~~ 2006. *Any additional minor items will be completed in spring 2007.*

IV. C. 1. Economic Impacts

[DEA page 32, second paragraph] Short-term economic impacts ~~will~~ *would* also occur with the relocation of five businesses south of Lynch Avenue. However, as stated in *Section B. Land Ownership, Jurisdiction, and Land Use*, these property owners ~~will~~ *would* be compensated at market value, to allow for relocation. Partial R/W takes and TCEs ~~will~~ *would* impact approximately 22 ~~24~~ parcels (19 private property owners and the City of Flagstaff), representing 24 ~~23~~ existing commercial and industrial businesses; however, access to these businesses ~~will~~ *would* be maintained during project activities.

IV. C. 3. Social Services, Schools, and Recreation

[DEA page 35, third paragraph] Currently, there are no sidewalks along B-40 between Nestle Purina Avenue and US 89 within the project area. *There are two segments of sidewalk on the north side of the roadway within the project area along US 89: between Cummings Street and Lynch Road and partway between Fanning Drive and Lockett Avenue. A continuous sidewalk system exists along US 89/Route 66 both north and south (north of Cummings Street and south of Fanning Drive) of the project site.* ~~Sidewalks are present only on the north side of US 89 and B-40 from Cummings Street to Fanning Drive.~~ A segment of the FUTS is present in the western portion of the project area, along B-40 east to just past Fanning Drive; a designated bike route is present on Fanning Drive north of US 89. Implementation of the ~~Selected Preferred~~ Alternative ~~will~~ *would* mean construction of new sidewalks and trails within the project limits, providing long-term benefits to pedestrians and other users of the trails.

IV. C. 5. Relocations/Displacements

[DEA page 36, last paragraph] Construction of the ~~Selected Preferred~~ Alternative ~~will~~ *would* require the total acquisition of five privately owned parcels of land. These parcels include five businesses (two of which are situated on one parcel) and a vacant lot. The businesses that ~~will~~ *would* require relocation under this alternative are the Flagstaff Medical Center Physical Therapy, the Walk-in Clinic, Jake's Bar

and Grill, the Flagstaff Car Wash, and National Auto Sales. Improvements associated with the ~~proposed~~ project ~~will would~~ also require TCEs or partial takes of land on approximately 22 ~~24~~ parcels of land (representing 19 private property owners and the City of Flagstaff); these acquisitions ~~will would~~ not require relocation or displacement of any businesses. Partial takes and TCEs required for the *Selected Preferred Alternative* ~~will would~~ not require closures of businesses. Because property owners ~~will would~~ be compensated at fair market value for property acquired for project R/W in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act*, as amended in 1987, they could be reestablished, and, therefore, these impacts ~~will would~~ be considered short-term negative impacts.

IV. C. 6. Access and Traffic Patterns

[DEA page 37, third paragraph] Under the *Selected Preferred Alternative*, Lynch Avenue ~~will would~~ be permanently disconnected from US 89; travelers from the neighborhood north of the project area ~~will would~~ need to gain access to US 89 from either Cummings Street (approximately 1,300 feet to the east) or Kasper Avenue Drive to Lockett Road (approximately 2,700 feet to the west) (Figure 8). Currently, Route 66 intersects US 89 by way of two one-way streets in the western portion of the project area. Route 66 ~~will would~~ be permanently reconfigured to provide access to US 89 by way of a two-way road just west of the Flagstaff Eastgate Commercial Center and the adjacent Elrod Manufacturing building; *during detours*, a temporary traffic signal ~~will would~~ be installed at the new Route 66/US 89 intersection, *followed at completion of construction by installation of a permanent signal* (Figure 8). ~~To construct this new alignment, Route 66 would be temporarily closed to traffic west of the commercial center. This would require a temporary, circuitous route around Flagstaff Mall—consisting of up to 1.7 miles of out-of-direction travel—to enter into or depart from the commercial center by way of US 89 or B-40.~~

[DEA page 38, second paragraph] During removal of the B-40 bridge over US 89, the US 89 roadway ~~may would~~ be temporarily closed to traffic. *If required, this* This closure would occur during nighttime hours and would be anticipated to be completed during one weekend. However, during the temporary closure of US 89, the contractor ~~shall would~~ allow emergency vehicles access through this construction area. During this short-term, full closure of US 89, traffic ~~will could~~ continue through the area by way of Kasper Avenue to Lockett Road to Lynch Avenue to Cummings Street (north of the project area) or the new Route 66 roadway to Spur Street to Railhead Avenue (south of the project area).

IV. F. Section 4(f) Resources

[DEA page 48, first paragraph] Mobile Haven Park, a 1.8-acre community park with a playground and picnic area, is located approximately 0.2 mile north of US 89. There ~~will~~ ~~would~~ be no direct use of the park by the ~~Selected~~ ~~Preferred~~ Alternative. Access to Mobile Haven Park is from Kasper Avenue, Lynch Avenue, and Cummings Street. Kasper Avenue, ~~Lynch Avenue~~, and Cummings Street intersect US 89 within the project limits and ~~will~~ ~~would~~ remain open during construction. The East Flagstaff TI is not visible from Mobile Haven Park and ~~will~~ ~~would~~ not become visible from the park as a result of ~~proposed~~ project improvements. Existing traffic noise from US 89 is minimal at the park because of the distance and the intervening buildings. The projected noise level ~~will~~ ~~would~~ not interfere with the use and enjoyment of the park, and the project ~~will~~ ~~would~~ not detract from the setting of the park, nor restrict access to the park. Therefore, according to 23 CFR § 771.135(p), there ~~will~~ ~~would~~ be no direct or constructive “use” of this publicly owned park.

IV. H. Noise Analysis

[DEA page 53, first paragraph] According to the *Arizona Department of Transportation Standard Specifications for Road and Bridge Construction*, (2000a), Section 104, “Scope of Work,” Subsection 08, “Prevention of Air and Noise Pollution,” “The contractor shall comply with all local sound control and noise level rules, regulations and ordinances which apply to any work performed pursuant to the contract. Each internal combustion engine used for any purpose on the work or related to the work shall be equipped with a muffler of a type recommended by the manufacturer.” In addition, the City of Flagstaff maintains a noise ordinance that precludes construction activities between the hours of 10:00 p.m. and 6:00 a.m., Monday through Saturday, and 9:00 p.m. to 7:00 a.m. on Sunday. The majority of the construction activities ~~will~~ ~~would~~ occur during the daytime except when the contractor and the Resident Engineer determine that nighttime construction ~~shall~~ ~~would~~ be necessary, *in accordance with the City of Flagstaff Noise Code (Title 6 Section 6-08. Noise Control of the Flagstaff City Code).*

IV. K. Drainage and Floodplain Considerations

[DEA page 56, last paragraph] An on-site drainage analysis was performed for the ~~proposed~~ improvements and existing on-site drainage systems. The analysis was documented in *Preliminary Drainage Report East Flagstaff Traffic Interchange, Flagstaff, Arizona* (ADOT 2004f). Any drainage structures and roadway improvements that encroach into the designated floodplain ~~would~~ be designed to meet both the ADOT criteria for a 50-year storm event and FEMA regulations. The drainage structures and roadway improvements ~~will~~ ~~would~~ also meet FHWA guidelines for a 100-year storm for protection of adjacent private properties. Handling off-site run-off ~~will~~ ~~would~~ be accomplished through implementation

of three detention basins within the new project area. Excess drainage along US 89 to the west ~~will~~ ~~would~~ be rerouted to a new detention basin in the area between US 89 and B-40. The existing system ~~will~~ ~~would~~ be used to carry US 89 pavement drainage. Existing cross-culverts that meet current ADOT standards ~~will~~ ~~would~~ be incorporated into the widened roadway through extensions, as necessary. The City of Flagstaff Floodplain Administrator (928-779-7685) ~~will~~ ~~would~~ be provided an opportunity to review and comment on the design plans. The construction documents may be used as support documentation for the FEMA Conditional Letter of Map Revision and/or Letter of Map Revision applications if the Administrator determined that a map revision would be required.

IV. M. Vegetation and Invasive Species

[DEA page 59, fifth paragraph] Approximately 52 acres of ground ~~will~~ ~~would~~ be disturbed by construction activities for the ~~proposed~~ improvements to the East Flagstaff TI. Disturbance to roadside vegetation ~~will~~ ~~would~~ be kept to the minimum necessary for construction of the project. Trees ~~will~~ ~~would~~ be removed in the B-40 area north of US 89 to construct the detour routes and the ~~stormwater~~ ~~storm~~ water basins. ~~reduce overhang onto the off-ramp and provide a greater line of sight. Some trees may remain to provide screening of the off-ramp.~~ All areas of disturbance ~~will~~ ~~would~~ be reseeded with species native to the project vicinity. The ~~proposed~~ project's impacts on natural vegetation ~~will~~ ~~would~~ be minimal.

[DEA page 60, third paragraph] Invasive species ~~will~~ ~~would~~ be treated prior to construction according to ADOT's Natural Resources Management Section's invasive species management plan. To prevent the spread of invasive species to uncontaminated areas, all earthmoving and hauling equipment ~~will~~ ~~would~~ be washed prior to entering or leaving the construction site. Vehicles not involved with construction, such as inspection or supervisory-type vehicles and contractor personnel vehicles, ~~will~~ ~~would~~ be staged in an area where there are no invasive species present *or where ADOT Natural Resources Management Section can monitor the site.* All disturbed soils that ~~will~~ ~~would~~ not be landscaped or otherwise permanently stabilized by construction ~~will~~ ~~would~~ be seeded using native species to help prevent future reestablishment of invasive species. *The contractor shall contact ADOT Natural Resources Management Section (928-526-2582) to inform ADOT of the wash site and staging locations, so that the Natural Resources Management Section can monitor and treat these areas as appropriate.* Any fill, seed, or mulch material brought in from off-site ~~will~~ ~~would~~ be free of invasive species, and construction equipment ~~will~~ ~~would~~ be free of invasive species and toxic materials. *Up to construction completion, when ADOT turns over the site management responsibilities to the City of Flagstaff,* ADOT ~~will~~ ~~would~~ continue any necessary treatments ~~following construction completion~~ according to the Natural Resource Management Section's invasive species management plan; *this will likely prevent the introduction of any new invasive species and would not likely result in the introduction of invasive species into the project area.*

IV. Q. 1. b. Ongoing/Present Actions

[DEA page 64, last paragraph] The following present actions occur within the geographic area of influence:

- From 1990 to 2000, there has been a 33 percent increase in the number of single- and multifamily residential properties. With an annual increase in population of 1.7 percent, this trend is expected to continue.
- Pavement overlay on Route 66 to Walnut Canyon.
- Reclaimed water line along Kasper Kasper Avenue between Lockett Road and Lynch Avenue.
- Fourth Street Railroad overpass.

V. B. Public Coordination

[DEA page 68, second paragraph] A public scoping meeting was also held on December 3, 2003, 2004, at the Neil V. Christensen Elementary School in Flagstaff. Three thousand post cards were mailed to citizens living within ZIP codes adjacent to the project area to notify the public of the meeting's time and place.

[DEA page 69, second paragraph] ~~A public hearing will be held on the Draft EA; a copy of the public hearing notice is included in Appendix F.~~

[DEA page 69, new text replaces second paragraph] *The agency and public comment period for the DEA began on October 17, 2004, and ended on November 19, 2004. Copies of the DEA were available for review at the ADOT Flagstaff District Office, Flagstaff City Hall, East Flagstaff Community Library, and Coconino County Administration Building. A public hearing was held on November 4, 2004, at Thomas Elementary School at 3330 East Lockett Road in Flagstaff to obtain comments from the public on the proposed project and on the contents of the DEA. An advertisement announcing the availability of the DEA and the public hearing was placed in the Arizona Daily Sun on October 17 and 27, 2004.*

Sixty-two people signed in at the public hearing. The hearing began with an open-house format followed by a brief presentation on the Preferred Alternative. In addition, the potential environmental impacts, as described in the DEA, were summarized. The presentation was given by ADOT staff and project consultant representatives (Appendix A. Public Hearing Presentation). Immediately following the presentation, the hearing was opened to the public for a question-and-answer session. At the conclusion of the question-and-answer session, the hearing returned to an open-house format where project representatives were available to explain the Preferred Alternative and answer questions in a one-on-one setting. A copy of the handout provided at the public hearing is included in Appendix B and a copy of the

hearing transcript is provided in Appendix C. Questions asked and the responses made during the question-and-answer session of the public hearing are included in the hearing transcript (Appendix C) and will not be restated in this section. Comments received during the 30-day review period and those made individually to the court reporter are addressed below and included in Appendix D.

Thirty-seven people submitted written comments to ADOT on the project and the Preferred Alternative. Twelve people sent in a form letter that expressed concerns for a nearby residential street, Dodge Avenue, and for a potential increase in traffic because of construction activities. An additional 13 people submitted similar comments regarding concerns for Dodge Avenue and the Smokerise subdivision. All of the residents from Dodge Avenue who submitted comments believe that there are existing traffic-related problems along the roadway and, with the construction activities associated with the Preferred Alternative, residents believe that the existing problems will worsen. Many letters included concern for children who live along Dodge Avenue. Several people requested a meeting on or solution to area residents' concerns. Some letters asked for assistance with the area residents' proposed solution to make one end of Dodge Avenue a cul-de-sac or dead end. One resident from the Smokerise subdivision was concerned that there has not been any input on the potential unforeseen consequences of this project on the neighborhood during construction and with the finished product. One letter was submitted along with a local residential newsletter from the neighborhood block watch. The project will construct temporary detours through the construction site to facilitate traffic flow during construction. There are no plans to detour traffic through Dodge Avenue during the construction of the East Flagstaff TI project. However, ADOT will evaluate the feasibility of implementing temporary measures on US 89 southbound at Trails End Street to discourage traffic from using Dodge Avenue as a possible by-pass route during construction. The City of Flagstaff Traffic Commission has already been looking into concerns raised by the residents along Dodge Avenue regarding the traffic on that street. The City of Flagstaff Traffic Commission will continue to monitor the activities along Dodge Avenue during construction.

Three people supported the pedestrian improvements, including the pedestrian underpasses. One comment stated that bicyclists should never be forced to ride on the left side of the road. Bicycling is not prohibited, but bicyclists are not encouraged to ride in the roadway. A separate multiuse trail is included as part of the project for use by bicyclists.

Comments were submitted questioning the plans to redirect traffic flow since traffic will be restricted on US 89, and suggestions were made to keep the existing ramp connection from northbound US 89 to US 66 open. US 89 will not be restricted. The same number of through-lanes will remain on US 89 during construction. In addition, the US 89/US 66 intersection will replace the need for the ramp

connection. There would be the potential for wrong-way movement if the connection were to remain open.

One person living along Lynch Avenue would like to see landscaping or a wall installed to help buffer the noise and view of the road. Landscaping will be incorporated along the multiuse path. According to the noise analysis performed, no noise abatement measures are warranted ~~necessary~~. Depending on the proximity of the house, the proposed intersection may be visible. The proposed intersection however, will be lower than the existing overpass structure. Additional comments regarding landscaping included questioning whether or not reclaimed water would be used for irrigating vegetation in the detention basins and who was going to maintain the vegetation. ADOT will establish a system for using reclaimed water for the vegetation in the detention basins. The City of Flagstaff will maintain the vegetation.

One concern was raised about the use of a median instead of a solid turning lane and the belief that if a solid turn lane existed, traffic would not back up into the two through-lanes, as it does now. The median is necessary to provide access control and separate opposing traffic. The left-turn lanes have been designed to accommodate projected traffic volumes for 2025. Many of the left-turn lanes are significantly longer than the existing lanes.

One person questioned why Nestle Purina Drive, the I-40 WB exit, and Industrial Drive could not be joined at one traffic light. The commenter believes that merging these would smooth things out and maybe improve access to Industrial for trucks. Currently, Nestle Purina Drive/Industrial is a two-way roadway. The east end of this road is a private road. Connecting a two-way roadway into a one-way exit ramp would potentially create safety issues and may increase the potential for wrong-way movements—drivers accidentally driving the wrong-way on the exit ramp. Joining these roads would not be prudent. In addition, a private road cannot be connected to an Interstate exit ramp.

Questions regarding Lockett Road included reopening the road to avoid Fanning Drive, concerns about potential traffic overflow going on Lockett Road; and a connection of Linda Vista to Kasper Drive to help alleviate traffic not just along Lockett Road, but also along Route 66 and 4th Street. No left turns are permitted because of safety reasons. The project is not anticipated to encourage traffic overflow onto Lockett Road. After construction, this project is expected to relieve traffic on Lockett Road. The City of Flagstaff will evaluate additional circulation plans to alleviate any traffic along Lockett Road along with Route 66 and 4th Street. In addition, one business owner at the intersection of Lockett Road stated that it has become impossible for people along Route 66 to make a left turn to travel eastbound; therefore, the business owner suggests extending the intersection through to Kasper Drive to create a way for people along this corridor to make a left turn or gain access to the freeway. The City of Flagstaff is studying this

connection. ADOT has conducted a preliminary evaluation for connecting Kasper Drive to US 89. The existing Kasper Drive is higher in elevation than US 89 and the two are also too close together; therefore, the connection would require a substantial reconstruction of Kasper Drive. The scope of work for this project is to improve the US89/B-40 interchange. The City of Flagstaff is evaluating the feasibility of a potential connection from Kasper Drive to the intersection of US 89 and US 66 as part of a separate project.

One business owner expressed concern regarding the distance of the roadway to his property, visibility from the roadway to his property, and potential problems with transients. At the business in question, the new edge of roadway will be approximately 80 feet from the property line (not including the bus bay). The edge of the bus bay will be approximately 68 feet from the property line and near the edge of the existing ramp. At the northeast end of the property, the new roadway will remain at the existing distance of approximately 5 feet from the property line and, at approximately the midway point, the roadway will be approximately 36 feet from the property line. Although landscaping components will be incorporated in the project, the removal of the existing ramp may improve visibility to this property and, in addition, the new bus bay will be approximately 7 to 8 feet lower than the existing ramp, also potentially improving visibility. With regard to the potential for problems with transients, the system of the multiuse path (4 sidewalks) in that general location may tend to discourage transients rather than encourage transients.

Two people provided individual comments to the court reporter. One asked about the length of the pedestrian underpasses and whether the safety of night users has been considered. This person stated that the city of Flagstaff currently has an existing underpass, although it is not often used. Both of the pedestrian underpasses will include pedestrian lighting. The underpass under US 89 is approximately 166 feet long and the underpass under Route 66 is approximately 116 feet long.

The second person that provided comments to the court reporter expressed concerns for the landowners as well as the business owners at the intersection of the mall entrance on the north side of US 89. This landowner commented that ADOT promised the businesses a break in the median for a left-turn lane into their businesses and a back road to access their property from the new light at Railhead. Based on discussions with the Flagstaff City Council, Flagstaff Metropolitan Planning Organization, Flagstaff City Manager, and Flagstaff City Deputy Community Development Director, it is the City's current intent to expend Section 115 Transportation Funds to resolve this issue. Several issues must be resolved and steps taken to successfully address this situation. The City will work cooperatively with all parties to achieve a satisfactory solution. These issues include, but are not limited to, 1) design of the solution and mutual agreement for that design; 2) right-of-way issues involving the Flagstaff Unified School District and the Coconino National Forest; 3) relocation of Coconino County's Mountain Line Transit Transfer

station, which is tied to the redevelopment schedule for the Flagstaff Mall. For further information regarding these issues, please contact David Wessel, Flagstaff Metropolitan Planning Organization (928-779-7601).